

Comments should be filed no later than April 17, 1997. Comments must be in English and provided in 20 copies to Peter Collins, Deputy Assistant U.S. Trade Representative for Services and Investment, Office of the United States Trade Representative, Room 301, 600 17th Street, Washington, D.C. 20508. Non-confidential information received will be available for public inspection by appointment, in the USTR Reading Room, Room 101, Monday through Friday, 10:00 a.m. to 12:00 noon and 1:00 p.m. to 4:00 p.m. For an appointment call Brenda Webb on 202-395-6186. Business confidential information will be subject to the requirements of 15 CFR 2003.6. Any business confidential material must be clearly marked as such on the cover letter or page and each succeeding page, and must be accompanied by a non-confidential summary thereof.

Frederick L. Montgomery,
Chairman, Trade Policy Staff Committee.
[FR Doc. 97-6802 Filed 3-17-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

[CGD08-97-006]

Notice of Public Hearing on the Canadian Pacific Railroad Drawbridge Across the Upper Mississippi River, Mile 699.8, at Lacrosse, WI

AGENCY: Coast Guard, DOT.

ACTION: Notice of public hearing.

SUMMARY: The U.S. Coast Guard announces a forthcoming public hearing for the presentation of views concerning the alteration of the Canadian Pacific Railroad Drawbridge, at LaCrosse, Wisconsin.

DATES: The hearing will be held at 1 p.m., April 22, 1997.

ADDRESSES: (a) The hearing will be held in the Conference Room of U.S. Fish and Wildlife Resource Center, 555 Lester Avenue, Onalaska, Wisconsin 54650.

(b) Written comments may be submitted to and will be available for examination from 8 a.m. to 4 p.m., Monday through Friday, except holidays, at the office of the Director Western Rivers Operations, Bridge Branch, 1222 Spruce Street, St. Louis, Missouri 63103-2398.

FOR FURTHER INFORMATION CONTACT: Mr. Roger Wiebusch, Director Western Rivers Operations, Bridge Branch, 1222 Spruce Street, St. Louis, Missouri 63103-2398.

SUPPLEMENTARY INFORMATION: The Coast Guard has received numerous comments from the public indicating the bridge is unreasonably obstructive to navigation. Information available to the Coast Guard indicates there were 269 marine collisions with the bridge since 1980. These collisions have caused moderate to heavy damage to the bridge. Based on this information, the bridge appears to be a hazard to navigation. This may require increasing the horizontal clearance on the bridge to meet the needs of navigation. All interested parties shall have full opportunity to be heard and to present evidence as to whether any alteration of this bridge is needed, and if so, what alterations are needed, giving due consideration to the necessities of free and unobstructed water navigation. The necessities of rail traffic will also be considered.

Any person who wishes, may appear and be heard at this public hearing. Persons planning to appear and be heard are requested to notify the Director Western Rivers Operations, Bridge Branch, 1222 Spruce Street, St. Louis, Missouri 63103-2398, Telephone: 314-539-3900 Ext 378, any time prior to the hearing indicating the amount of time required. Depending upon the number of scheduled statements, it may be necessary to limit the amount of time allocated to each person. Any limitations of time allocated will be announced at the beginning of the hearing. Written statements and exhibits may be submitted in place of or in addition to oral statements and will be made a part of the hearing record. Such written statements and exhibits may be delivered at the hearing or mailed in advance to the Director, Western Rivers Operations, Bridge Branch. Transcripts of the hearing will be made available for purchase upon request.

Authority: 33 U.S.C. 513; 49 CFR 1.46(c)(3).

Dated: March 6, 1997.

T.W. Josiah,

Rear Admiral, U.S. Coast Guard Commander,
Eighth Coast Guard District.

[FR Doc. 97-6736 Filed 3-17-97; 8:45 am]

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[CGD 96-063]

Incineration of Solid Waste Aboard U.S. Coast Guard Cutters, Environmental Assessment and Finding of No Significant Impact

AGENCY: Coast Guard, DOT.

ACTION: Notice of availability.

SUMMARY: The Coast Guard has prepared an Environmental Assessment (EA) and proposed Finding of No Significant Impact (FONSI) of marine incinerators on board its certain classes of cutters (vessels larger than 65 feet in length) for the purpose of burning shipboard solid waste to mitigate its accumulation. A notice of availability of the EA and the FONSI was placed in the Federal Register of 26 November 96 to invite comments from the public. No comments were received during the 30-day comment period. This notice announces the availability of the final EA and FONSI to concerned agencies and the public.

ADDRESSES: Requests to receive a copy of the EA and FONSI should be mailed to the Commanding Officer (ELC code 024), 2401 Hawkins Point Road, Baltimore, MD 21226-5000. The documents may also be picked up from the same address between 8 a.m. and 3 p.m. EST, Monday through Friday, except Federal Holidays, by contacting Mr. Hari Bindal at telephone (410) 762-6732, and FAX (410) 762-6868.

FOR FURTHER INFORMATION CONTACT: Mr. Hari Bindal, Environmental Protection Specialist, Engineering and Logistics Center, Equipment Management Division (ELC 024), at (410) 762-6732.

Background

U.S. Coast Guard operates a fleet of boats and cutters on the U.S. domestic and international waters to accomplish its major missions of Law Enforcement, Defense Operations, Search and Rescue, Ice Operations, Marine Science, Pollution Response, and Aids to Navigation. The cutters going long voyages (5 days and more) and having a large crew (over 50), face problems with shipboard generated solid waste (trash, garbage), and waste oil. To comply with the International Convention for the Prevention of Pollution from Ships (MARPOL) and the U.S. Act to Prevent Pollution from Ships (APPS), which prohibit disposal of plastics anywhere at sea and restrict discharge of other waste to certain distances from shore, and to comply with other U.S. and international environmental laws and regulations, the Coast Guard considered several alternatives of handling the shipboard generated solid waste and waste oil. After evaluating the pro and cons of all considered alternatives, Coast Guard proposed incineration as the means to handle the shipboard solid waste and waste oil.

An environmental assessment (EA) was prepared pursuant to the National Environmental Policy Act (NEPA) of